FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2005-26

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2005-01

2004-26-09		Rolls-Royce Corporation	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, 250-C20, -C20B, -C20F, -C20J, -C20S, and -C20W Series Turboprop and Turboshaft
2004-26-11		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, 430
2005-01-04	S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1, (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99,, A99A, B99, C99
2005-01-10	S 74-06-01	The New Piper Aircraft, Inc	PA-23-235, PA-23-250, and PA-E23-250
2005-01-11		Pilatus Aircraft Ltd.	PC-12 and PC-12/45

Biweekly 2005-02

98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-14	S 2002-21-16	Bombardier-Rotax GmbH	Engine: 912 F, 912 S, and 914 F Series Reciprocating
2005-01-17	S 98-03-14	EXTRA Flugzeugbau GmbH	EA–300 and EA–300/S
2005-01-18	S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC–12F), B200C (UC–12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders
2005-02-01		The Lancair Company	LC40–550FG and LC42–550FG

Biweekly 2005-03

2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C–12F), B200C (UC–12F), B200C (UC–12M), B200CT, 300, B300C, and B300C
2005-02-11	COR	Gippsland Aeronautics Pty. Ltd.	GA8
2005-03-04		Pacific Aerospace Corp., Ltd.	750XL

Biweekly 2005-04

2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-07		Bell Helicopter Textron Canada	Rotorcraft: 407
2005-03-08		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, D1, and EC130 B4
2005-03-09		Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-360C, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2005-03-10	S 2002-08-54	Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, and 230
2005-04-09	S 2004-26-11	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430

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Biweekly 2005-05

2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5( )/T10282( )
2005-04-10		General Electric Company	Engine: CT58-140-1, CT58-140-2, and surplus military T58-GE-5, -10, -100, and "402 turboshaft
2005-04-16		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-05-51	E	Cessna Aircraft Company	402C and 414A
2005-05-52	E, S 2005-05-51	Cessna Aircraft Company	402C and 414A
2005-05-53	E	Cessna Aircraft Company	172R, 172S, 182T, and T182T
2005-05-53 R1	E, R, S 2005-05-53	Cessna Aircraft Company	172R, 172S, 182T, and T182T

Biweekly 2005-06

2005-05-14		Eagle Aircraft (Malaysia)	Eagle 150B
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turbofan
2005-06-01		Eurocopter France	Rotorcraft: EC 155B and EC 155B1

Biweekly 2005-07

2005-05-52	FR, S 2005-05-51 and 2000-23-01	Cessna	402C and 414A
2005-05-53 R1	R, 2005-05-53	Cessna	172R, 172S, 182T, and T182T
2005-06-13	S 99-0602	Fairchild Aircraft, Inc.	SA226-AT, SA226-TC, SA226-T, SA226-T(B), SA227-TT, SA227-TT(300), SA227-AC, SA227-AT, SA227-BC, and SA227-CC/DC
2005-07-01		Cessna	208 and 208B

Biweekly 2005-08

83-08-01 R2	R, S 83-08-01 R1	Hartzell Propeller Inc.	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers
2005-07-01	COR	Cessna	208 and 208B
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: Model 312 Seats

Biweekly 2005-09

2005-08-06		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-07		Pilatus Aircraft Limited	Sailplane: B4-PC11, B4-PC11A, and B4-PC11AF
2005-08-12		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-13		Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-800B
2005-08-14		LET a.s.	Sailplane: Blanik L-13 AC
2005-09-51	E	Turbomeca S.A.	Engine: Arrius 2F Turboshaft

Biweekly 2005-10

2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel regulator shutoff valve
2005-08-06	COR	Centrair	Glider: 101 Series
2005-09-05		Eurocopter France	Rotorcraft: EC120B
2005-09-06		Agusta S.p.A.	Rotorcraft: A119
2005-09-07		Agusta S.p.A.	Rotorcraft: A109E

Biweekly 2005-11

2005-09-51	FR	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-10-12		Schweizer Aircraft Corporation	Rotorcraft: 269C, C-1, and D
2005-10-13		Rolls-Royce Corporation	Engine: 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft
2005-10-14	S 2004-01-51	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2005-10-23		DG Flugzeubau GmbH and Glaser-Dirks Flugzeubau GmbH	Glider:DG-500MB and DG-800B
2005-10-24	S 2003-14-20	AeroSpace Technologies of Australia Pty. Ltd.	N22B, N22S and N24A
2005-11-01		Turbomeca S.A.	Engine: Arrius 1A turboshaft

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Biweekly 2005-12

2005-11-05		Precise Flight, Inc.	Appliance: Standby vacuum system (SVS)
2005-11-06		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-11-07		Extra Flugzeugproduktions-Und Vertriebs-GmbH	EA-300, EA-300S, ES-300L, and EA-300/200
2005-11-08		GROB-WERKE	G120A
2005-12-01		Agusta S.p.A.	Rotorcraft: A109E
2005-12-02	S 98-10-12	Revo, Incorporated	Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200
2005-12-51	E	Rockwell International and Autair Ltd.	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G

Biweekly 2005-13

2005-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-12-06	S 96-12-07	Teledyne Continental Motors	Appliance: S-20, S-1200, D-2000, and D-3000 Series Magnetos
2005-12-08		Turbomeca S.A.	Engine: Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft
2005-12-09		Grob-Werke	G120A
2005-12-12	S 79-10-15	Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-13	S 2005-05-52	Cessna Aircraft Company	402C and 414A
2005-12-20		The Lancair Company	LC41-550FG
2005-12-51	FR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A**,** Harvard (Army AT-16), SNJ-7, and T-6G
2005-13-01	S 2004-18-01	Hoffmann Propeller GmbH & Co KG	Propeller: HO-V343 and HO-V343K
2005-13-07		Honeywell International Inc.	Engine: TFE731-2 and -3 series turbofan
2005-13-09		GROB-WERKE	G120A
2005-13-10		Cessna Aircraft Company	172R, 172S, 182T, T182T, 206H, T206H
2005-13-11		General Electric Company	Engine: CT64-820-4 turboprop
2005-13-12		Air Tractor, Inc.	AT–300, AT–301, AT–302, AT–400, and AT–400A, AT–401/AT–402, AT–602, AT–802 and AT–802A
2005-13-13		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-13-16	S 93-24-14	The New Piper Aircraft, Inc.	PA-34-200, PA-34-200T, and PA-34-220T
2005-13-17		Agusta. S.p.A.	Rotorcraft: AB412 Series
2005-13-23	S 2003-18-03	Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2005-13-25		Turbomeca S.A.	Engine: Arriel 2B

Biweekly 2005-14

2005-12-12	COR	Cessna	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-20	COR	Lancair Company	LC41-550FG

Biweekly 2005-15

2005-12-51	COR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
2005-14-11		Hartzell Propeller, Inc., McCauley Propeller, Sensenich Propeller	Propeller: See AD
2005-14-12		Hartzell Propeller	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B3MN-3, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, HC-B4MP-3, HC-B4MP-5, and HC-B5MP-3

Biweekly 2005-16

2005-15-10		New Piper Aircraft	PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T

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Biweekly 2005-17

2004-14-02	COR	Rolls-Royce Corporation	Engine: 250-C28, -C28B, and -C28C turboshaft
2005-16-04		Bell Helicopter Textron	Rotorcraft: 206A and 206B
2005-16-05		Robinson Helicopter Company	Rotorcraft: R-22 Series
2005-17-01		Pilatus Aircraft Ltd.	PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PC–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, PC–6/C1–H2

Biweekly 2005-18

95-19-15 R1	R 95-19-15	Tiger Aircraft LLC	AA–5, AA–5A, AA–5B, AG–5B
2005-13-09	COR	GROB-WERKE	G120A
2005-17-06		Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-17-11		Cessna	525, 525A, and 525B
2005-17-15		Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-17-17		Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-17-19		Cirrus Design Corporation	SR20 and SR22

Biweekly 2005-19

2005-18-12		Hartzell Propeller Inc. Propellers	Propeller: HC–92W, BHC–92W, HC–92Z, BHC–92Z, HC–B3P, HC–B3R, HC–B3W, BHC–B3W, HA–B3Z, HC–B3Z Hub Model Series
2005-18-20		Goodrich De-icing and Specialty Systems	Appliance: P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11
2005-18-21		Raytheon Aircraft Company	1900, 1900C, 1900C (C–12J), 1900D
2005-18-22		Raytheon Aircraft Company	390
2005-19-07		Raytheon Aircraft Company	390
2005-19-10		Turbomeca	Engine: Arrius 2 F turboshaft
2005-19-11		Lycoming Engines	Engine: AEIO-360, IO-360, O-360, LIO-360, LO-360, AEIO-540, IO-540, O-540, and TIO-540 series

Biweekly 2005-20

2005-19-17		PZL-Swidnik S.A.	Glider: PW–5 "Smyk", PW–6U
2005-19-20		The New Piper Aircraft, Inc.	PA-28-160, PA-28-161, PA-28-180, and PA-28-181
2005-20-04		Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating

Biweekly 2005-21

2003-19-14 R2	R 2003-19-14 R1	BURKHART GROB LUFT–UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN ASTIR, G103A TWIN II ACRO (aerobatic category), G103C TWIN III ACRO (aerobatic category)
2005-20-11		Rolls-Royce Corporation	Engine: 250-C28, -C28B, and -C28C turboshaft
2005-20-12	S 2004-13-01	Dowty Aerospace Propellers	Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13
2005-20-24		Socata–Groupe Aerospatiale	TBM 700
2005-20-25		Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 402C, 404, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, 441
2005-20-26		Aviointeriors S.p.A.	Appliance: 312 box mounted seats
2005-20-38		Bell Helicopter Textron	Rotorcraft: 212, 412, and 412EP

Biweekly 2005-22

2005-21-01	S 97-19-13	Pratt & Whitney	Engine: JT8D-200 series turbofan
2005-21-02	S 2003-24-01	MD Helicopters, Inc.	Rotorcraft: 369D, 369E, 369F, 369FF, 500N, or 600N
2005-21-03		Bell Helicopter Textron Canada	Rotorcraft: 206A, A-1, B, B-1, L, L-1, L-3, L-4
2005-21-04		Bell Helicopter Textron (Bell) and Coastal Helicopters, Inc. (CHI)	Rotorcraft: Bell Model 47D1, 47G, 47G–2, 47G–2A, 47G–2A–1, 47G–3, 47G–3B, 47G–3B–1, 47G–3B–2, 47G–3B–2A, 47G–4, 47G–4A, 47G–5, 47G–5A; and CHI OH–13H (Tomcat Mark 5A, 6B, or 6C).
2005-22-01		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B, and C
2005-22-02		Gippsland Aeronautics Pty. Ltd.	GA8
2005-22-04		Pilatus Aircraft Ltd.	PC-12 and PC-12/45

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Biweekly 2005-23

2005-22-13		Pilatus Aircraft Ltd.	PC-12, PC-12/45
2005-22-14		GROB-WERKE	G120A

Biweekly 2005-24

2005-24-01		Centrair	Glider: 101, 101A, 101AP and 101P
2005-24-05		Boeing Vertol	Rotorcraft: 107-II

Biweekly 2005-25

2005-24-07		Pacific Aerospace Corporation Ltd.	750XL
2005-24-09		McCauley Propeller Systems	Propeller: 2D34C53/74E-X; D2A34C58/90AT-X; 3AF32C87/82NC-X; D3AF32C87/82NC-X; D3A32C88/82NC-X; D3A32C90/82NC-X; and 3AF34C92/90LF-X

Biweekly 2005-26

2005-20-26	COR	Aviointeriors S.p.A.	Appliance: 312 box mounted seats
2005-25-07		Raytheon Aircraft Company	390, Premier 1
2005-25-08		SHADIN	Appliance: ADC-2000 air data computers (ADC)
2005-25-10	S 2005-20-12	Dowty Propellers	Propeller: Type R321/4-82-F/8, and R324/4-82-F/9, R333/4-82-F/12
2005-25-12		Turbomeca	Engine: Astazou XIV B and XIV H turboshaft
2005-25-13		Turbomeca	Engine: Arriel 2B and 2B1 turboshaft
2005-25-22		Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko"	SZD-50-3 "Puchacz"
2005-26-53	E	Pacific Aerospace Ltd.	750XL

BW 2005-26

AVIOINTERIORS S.P.A.
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: December 19, 2005 (Volume 70, Number 242); Page 75004; www.access.gpo.gov/su_docs/aces/aces140.html-75005*]

2005-20-26 Aviointeriors S.p.A. (formerly ALVEN): Amendment 39-14323. Docket No. FAA-2005-20848; Directorate Identifier 2005-NE-02-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 16, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Aviointeriors S.p.A. (formerly ALVEN), series 312 box mounted seats, part number (P/N) 312( )( )27-( )( )( ) ( )( ) and P/N 312( )( )36-( )( )( )( )( ). These seats are installed in, but not limited to, Fokker Model F27 Mark 050, Mark 500, and Mark 600 airplanes.

(d) The parentheses appearing in the seat P/N indicate the presence or absence of an additional letter(s), or number(s), that varies the basic seat configuration. This AD still applies regardless of whether these letters, or numbers, are present or absent in the seat P/N designation.

Unsafe Condition

(e) This AD results from 10 reports of cracked attachments of series 312 box mounted seats. We are issuing this AD to prevent series 312 box mounted seats from detaching from the passenger compartment floor, which could result in injury to the occupant of the seat, and prevent evacuation of passengers in the event of an emergency.

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Attachments That Have Already Accumulated 8,000 Hours Time-In-Service (TIS) or More

(g) For attachments that have already accumulated 8,000 hours TIS or more on the effective date of this AD, do the following:

(1) Within 90 days after the effective date of this AD, replace attachments with new attachments of the same P/N, using Section 2., Replacement Procedure, Steps 2.4 though 2.6 of Aviointeriors Service Bulletin No. 312/912-05, Revision 1, dated August 24, 2001.

(2) Perform repetitive visual inspections as specified in paragraph (i) of this AD.

Initial Visual Inspection

(h) Perform an initial visual inspection of the seat outboard and inboard attachments for cracks, within 90 days after the effective date of this AD, as follows:

(1) Inspect seat outboard attachment, part number (P/N) DM03313-1, and seat inboard attachment, P/N DM03314-1, using Section 2., Inspection Procedure, Steps 2.1 through 2.5 of Aviointeriors Service Bulletin (SB) No. 312/912-05, Revision 1, dated August 24, 2001.

(2) Replace any cracked attachment with a new attachment of the same P/N, using Section 2., Replacement Procedure, Steps 2.4 though 2.6 of Aviointeriors SB No. 312/912-05, Revision 1, dated August 24, 2001.

(3) Replace attachments when they have accumulated 8,000 hours time-in-service (TIS), with new attachments of the same P/N, using Section 2., Replacement Procedure, Steps 2.4 though 2.6 of Aviointeriors SB No. 312/912-05, Revision 1, dated August 24, 2001.

Repetitive Visual Inspections

(i) Within 650 hours TIS after the last inspection, or within 650 hours TIS after attachment was replaced, and whenever the seat is being installed or removed, perform repetitive visual inspections for cracks, and replace cracked seat outboard and inboard attachments. Use paragraphs (h)(1) through (h)(3) of this AD to inspect and disposition the attachments.

Alternative Methods of Compliance

(j) The Manager, Boston Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) Ente Nazionale per l'Aviazione Civile airworthiness directive AD 2001-479, dated November 12, 2001, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Aviointeriors Service Bulletin No. 312/912-05, Revision 1, dated August 24, 2001, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Aviointeriors S.p.A., Via Appia Km. 66.4–04013 Latina, Italy; telephone: 39-0773-6891; fax: 39-0773-631546, for a copy of this service information. You may review copies at the Docket

Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at *http://dms.dot.gov*, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on September 30, 2005.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 05-19941 Filed 10-11-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-26

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-25-07 Raytheon Aircraft Company: Amendment 39-14400; Docket No. FAA-2005-20712; Directorate Identifier 2005-CE-15-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on January 23, 2006.

What Other ADs Are Affected By This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

(1) Group 1: Raytheon Aircraft Company, Model 390, Premier 1 Airplanes, serial numbers RB-1, RB-4 through RB-101, RB-103 through RB-119, and RB-121, that have not replaced the plastic cover over the compressor motor module with a metallic one (part number (P/N) 390-555015-0001 or FAA-approved equivalent part number).

(2) Group 2: Raytheon Aircraft Company, Model 390, Premier 1 Airplanes, serial numbers RB-1, RB-4 through RB-101, RB-103 through RB-119, and RB-121, that have installed the metallic cover (P/N 390-555015-0001 or FAA-approved equivalent part number).

(3) Group 3: Raytheon Aircraft Company, Model 390, Premier 1 Airplanes, serial numbers RB-120 and RB-122 through RB-129.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports that the plastic cover over the air conditioning motor module was found melted or burned and that the overheating of the electromagnetic interference-radio frequency interference (EMI-RFI) filter assembly located under the cover caused this damage. The actions specified in this AD are intended to prevent the melting or burning of the plastic cover. The burning of the plastic cover could result in a fire.

Note: 14 CFR 21.303 allows for replacement parts through parts manufacturer approval (PMA). The phrase "or FAA-approved equivalent part number" in paragraphs (e), (f), and (g) of this AD is intended to signify those parts that are PMA parts approved through identicality to the design of the replacement parts to correct the unsafe condition. Equivalent replacement parts to correct the unsafe condition under PMA (other than identicality) may also be installed provided they meet current airworthiness standards, which include those actions cited in this AD.

What Must I Do To Address This Problem?

(e) What actions must I do to address this problem for Group 1 airplanes? To address this problem for Group 1 airplanes, you must do the following:

Actions	Compliance	Procedures
(1) *Air Conditioning Motor Module Cover Replacement:* Replace the plastic cover over the air conditioning motor module with a new or fabricated metallic cover. Use Raytheon part number (P/N) 390–555015–0001 or an FAA-approved equivalent part number.	Within 30 days after January 23, 2006 (the effective date of this AD), unless already done.	Follow Raytheon Aircraft Company Service Bulletin No. SB 21–3715, dated February 2005.
(2) *Air Conditioning Compressor Motor Module EMI–RFI Filter Modification:* Modify the air conditioning motor module EMI–RFI filter and reidentify the module part number with a P/N 390–385026–0003 module.	Within 30 days after January 23, 2006 (the effective date of this AD), unless already done.	Follow Raytheon Aircraft Company Service Bulletin No. SB 21–3733, dated June 2005, and Enviro Systems, Inc. Service Bulletin No. SB05–101, Revision B, dated April 27, 2005.
(3) *Future Installations—Cover for Air Conditioner:* You must only install a metal cover, P/N 390–555015–0001 or FAA-approved equivalent part number, over the air conditioning motor module. This is mandatory equipment.	As of January 23, 2006 (the effective date of this AD).	Follow Raytheon Aircraft Company Service Bulletin No. SB 21–3715, dated February 2005.
(4) *Future Installations—Air Conditioning Compressor Motor Module:* Do not install any compressor motor module, P/N 390–385026–0001 or FAA-approved equivalent part number.	As of January 23, 2006 (the effective date of this AD).	Not Applicable.

(f) What actions must I do to address this problem for Group 2 airplanes? To address this problem for Group 2 airplanes, you must do the following:

Actions	Compliance	Procedures
(1) *Air Conditioning Compressor Motor Module EMI–RFI Filter Modification:* Modify the air conditioning motor module EMI–RFI filter and reidentify the module part number with a P/N 390–385026–0003 module.	Within 60 days after January 23, 2006 (the effective date of this AD), unless already done.	Follow Raytheon Aircraft Company Service Bulletin No. SB 21–3733, dated June 2005; and Enviro Systems Inc. Service Bulletin No. SB05–101, Revision B, dated April 27, 2005.
(2) *Future Installations—Cover for Air Conditioner:* You must only install a metal cover, P/N 390–555015–0001 or FAA-approved equivalent part number, over the air conditioning motor module. This is mandatory equipment.	As of January 23, 2006 (the effective date of this AD).	Follow Raytheon Aircraft Company Service Bulletin No. SB 21–3715, dated February 2005.

Actions	Compliance	Procedures
(3) *Future Installations—Air Conditioning Compressor Motor Module:* Do not install any compressor motor module, P/N 390–385026–0001 or FAA-approved equivalent part.	As of January 23, 2006 (the effective date of this AD).	Not Applicable.

(g) What actions must I do to address this problem for Group 3 airplanes? To address this problem for Group 3 airplanes, you must do the following:

Actions	Compliance	Procedures
(1) *Air Conditioning Compressor Motor Module EMI–RFI Filter Modification:* Modify the air conditioning motor module EMI–RFI filter and reidentify the module part number with a P/N 390–385026–0003 module.	Within 60 days after January 23, 2006 (the effective date of this AD), unless already done.	Follow Raytheon Aircraft Company Service Bulletin No. SB 21–3733, dated June 2005; and Enviro Systems Inc. Service Bulletin No. SB05–101, Revision B, dated April 27, 2005.
(2) *Future Installations—Cover for Air Conditioner:* You must only install a metal cover, P/N 390–555015–0001 or FAA-approved equivalent part number, over the air conditioning motor module. This is mandatory equipment.	As of January 23, 2006, (the effective dae of this AD).	Follow Raytheon Aircraft Company Service Bulletin No. SB 21–3715, dated February 2005.
(3) *Future Installations—Air Conditioning Compressor Motor Module:* Do not install any compressor motor module, P/N 390–385026–0001 or FAA-approved equivalent part number.	As of January 23, 2006 (the effective date of this AD).	Not Applicable.

May I Request an Alternative Method of Compliance?

(h) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Philip Petty, Aerospace Engineer, ACE-119W, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4139; facsimile: (316) 946-4107.

Does This AD Incorporate Any Material by Reference?

(i) You must do the actions required by this AD following the instructions in Raytheon Aircraft Company Service Bulletin No. SB 21-3715, dated February 2005; Raytheon Aircraft Company Service Bulletin No. SB 21-3733, dated June 2005; and Enviro Systems Inc. Service Bulletin No. SB05-101, Revision B, dated April 27, 2005. The Director of the Federal Register approved the incorporation by reference of these service bulletins in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043. To review copies of this service information, go to the National Archives and Records Administration (NARA). For

information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code–of–federal–regulations/ibr–locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at http://dms.dot.gov. The docket number is FAA-2005-20712; Directorate Identifier 2005-CE-15-AD.

Issued in Kansas City, Missouri, on November 30, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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BW 2005-26

SHADIN
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-25-08 SHADIN: Amendment 39-14401; Docket No. FAA-2005-21787; Directorate Identifier 2005-CE-34-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on January 23, 2006.

What Other ADs Are Affected By This Action?

(b) None.

What Airplanes Are Affected By This AD?

(c) This AD affects Shadin ADC-2000 air data computers (ADC), part numbers (P/N) 962830A-1-S-8, 962830A-2-S-8, 962830A-3-S-8, configurations B, C, and D, that are installed in, but not limited to, the following aircraft (all serial numbers), and are certificated in any category:

Manufacturer	Model
Alliance Aircraft Group, LLC.	H–250
B–N Group Ltd	BN2A
Bombardier Inc	DHC–3, DHC–6
Cessna Aircraft Company.	172, 180, 180E, 185, 206, 206E, 206F, 206G 208, 210L, 310
deHavilland Inc	DHC–2
The New Piper Aircraft, Inc.	PA–28–180, PA–28–181, PA–31–350, PA–32–300, PA–32–301, PA–32R–300, PA–34–200T

What is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports that certain ADC-2000 units display incorrect altitude information on the Electronic Flight Information System (EFIS) to the pilot. The actions specified in this AD are to prevent ADC-2000 units, P/Ns 962830A-1-S-8, 962830A-2-S-8, and 962830A-3-S-8, configurations B, C, and D, from displaying incorrect altitude information. This could cause the flight crew to react to this incorrect flight information and possibly result in an unsafe operating condition.

What Must I do to Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) To ensure the air data computer (ADC) and the Electronic Flight Information System (EFIS) altimetry accuracy, do the normal preflight check. If the altitudes, altimeter, and elevation differ by more than 75 feet, do not fly the airplane in Instrument Meterological Conditions (IMC)/Instrument Flight Rules (IFR).	Within the next 25 hours time-in-service (TIS) after January 23, 2006 (the effective date of this AD) and thereafter before each flight until the ADC is upgraded as specified in paragraph (e)(2) of this AD.	Follow the Interim Procedures contained in Shadin Service Bulletin SB28–05–002, Rev C, dated June 29, 2005. The owner/operator holding at least a private pilot certificate may do the check specified in paragraph (e)(1) of this AD. Make an entry into the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(2) Return all Shadin ADC–2000s, part numbers 962830A–1–S–8, 962830A–2–S–8, 962830A–3–S–8, Configurations B, C, and D, to the Shadin Repair Facility for upgrade. Contact the Shadin Technical Support department for a Return Merchandise Authorization (RMA) number. Until the ADC–2000 is modified, returned, and reinstalled, only fly the airplane if equipment requirements for that airplane are still met.	Within the next 15 months after January 23, 2006 (the effective date of this AD).	Follow Shadin Service Bulletin SB28–05–002, Rev C, dated June 29, 2005.
(3) Do not install any Shadin ADC–2000, part number 962830A–1–S–8, 962830A–2–S–8, or 962830A–3–S–8, Configurations B, C, and D, unless it has been upgraded as specified in paragraph (e)(2) of this AD.	As of January 23, 2006 (the effective date of this AD).	Not applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Chicago Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Jeffrey Kuen, Aerospace Engineer, Chicago ACO, FAA, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-7125; facsimile: (847) 294-7834; e-mail address: jeffrey.kuen@faa.gov.

Does This AD Incorporate Any Material By Reference?

(g) You must do the actions required by this AD following the instructions in Shadin Service Bulletin SB28-05-002, Rev C, dated June 29, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Shadin, 6831 Oxford Street, St. Louis Park, Minnesota 55426-4412; telephone: (800) 388-2849 or (952) 927-6500; facsimile: (952) 924-1111; e-mail: *http://www.shadin.com*. To review copies of this service information, go to the National

Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-21787; Directorate Identifier 2005-CE-34-AD.

Issued in Kansas City, Missouri, on November 30, 2005.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
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BW 2005-26

DOWTY PROPELLERS
AIRWORTHINESS DIRECTIVE
PROPELLER
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-25-10 Dowty Propellers: Amendment 39-14403. Docket No. 2001-NE-50-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 27, 2005.

Affected ADs

(b) This AD supersedes AD 2005-20-12, Amendment 39-14306.

Applicability

(c) This AD applies to Dowty Propellers Type R321/4-82-F/8, and R324/4-82-F/9, R333/4-82-F/12 propeller assemblies with propeller hubs part number (P/N) 660709201, installed on, but not limited to, British Aerospace Regional Aircraft Jetstream Models 3101 and 3201, Fairchild Aircraft, Inc., Merlin IIIC, and Merlin IVC/Metro III airplanes, and to Type R334/4-82-F/13 propeller assemblies with hubs P/N 660709201, installed on Construcciones Aeronauticas, S.A. (CASA) 212 airplanes.

Unsafe Condition

(d) This AD results from comments received on AD 2005-20-12. We are issuing this AD to prevent propeller hub failure due to cracks in the hub, which could result in loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

(f) Propeller hubs, P/N 660709201, previously inspected using Dowty Mandatory Service Bulletins (MSBs) listed in Table 1 or an earlier issue of those MSBs, are already in compliance with paragraph (g) of this AD and do not need another initial inspection.

TABLE 1.—APPLICABLE MSB FOR PROPELLER TYPE

Propeller assembly type	Initial inspection within the earlier of * * *	Repeat inspection within * * *	Applicable MSB
(1) R334/4–82–F/13	10 flight hours (FH) time-in-service (TIS) or 20 days after the effective date of this AD.	300 FH time-since-last-inspection (TSLI) or 300 flight cycles-since-last-inspection, whichever occurs sooner.	Alert MSB No. 61–1119, Revision 4, dated September 14, 2005.
(2) R321/4–82–F/8	50 FH TIS or 60 days after the effective date of this AD.	1,000 FH TSLI	MSB No. 61–1125, Revision 1, dated October 9, 2002.
(3) R324/4–82–F/9	50 FH TIS or 60 days after the effective date of this AD.	1,000 FH TSLI	MSB No. 61–1126, Revision 1, dated October 9, 2002.
(4) R333/4–82–F/12	50 FH TIS or 60 days after the effective date of this AD.	1,000 FH TSLI.	MSB No. 61–1124, Revision 1, dated October 8, 2002.

Initial Ultrasonic Inspections

(g) Perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks within the compliance time specified in the following Table 1. Use Appendix A or Appendix D of the applicable Dowty Mandatory Service Bulletin (MSB) listed in Table 1 of this AD.

(h) For hubs and propellers in storage, perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks, before placing in service. Use Appendix A or Appendix D of the applicable Dowty MSB listed in Table 1 of this AD.

Repetitive Ultrasonic Inspections

(i) Thereafter, perform a repetitive ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks within the compliance time specified in Table 1 of this AD. Use Appendix A or Appendix D of the applicable Dowty Mandatory Service Bulletin (MSB) listed in Table 1 of this AD.

Inspection Reporting Requirements

(j) Within 10 days after each inspection, record the inspection data on a copy of Appendix B of the applicable MSB listed in Table 1 of this AD. Report the findings to the Manager, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299. The Office of Management and Budget (OMB) approved the reporting requirements and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(k) The Manager, Boston Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Documents That Have Been Incorporated by Reference

(l) You must use the service information specified in Table 2 to perform the inspections required by this AD. The Director of the Federal Register previously approved the incorporation by reference of Dowty Mandatory Service Bulletin (MSB) No. 61-1124, Revision 1, dated October 8, 2002; MSB No. 61-1125, Revision 1, dated October 9, 2002, MSB 61-1126 and Revision 1, dated October 9, 2002 as of July 27, 2004 (69 FR 34560, June 22, 2004), and Dowty Alert (MSB) No. 61-1119, Revision 4, dated September 14, 2005, as of October 28, 2005 (70 FR 59647, October 13, 2005), in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Dowty Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL 29QN, UK; telephone 44 (0) 1452 716000; fax 44 (0) 1452 716001 for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

TABLE 2.—INCORPORATION BY REFERENCE

Service Bulletin No.	Page	Revision	Date
Alert MSB No. 61–1119	All	4	September 14, 2005.
Appendix A	1	1	November 27, 2001.
	2	Original	November 1, 2001.
	3–6	1	November 27, 2001.
Appendix B	1	Original	November 1, 2001.
Appendix C	All	Original	November 27, 2001.
Appendix D	All	Original	December 6, 2001.
Total pages: 30			
MSB No. 61–1124	1	1	October 8, 2002.
	2–3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages: 30			
MSB No. 61–1125	1	1	October 9, 2002.
	2–3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages: 30			
MSB No. 61–1126	1	1	October 9, 2002.
	2–3	Original	May 7, 2002.
Appendix A	All	Original	May 7, 2002.
Appendix B	All	Original	May 7, 2002.
Appendix C	All	Original	May 7, 2002.
Appendix D	All	Original	May 7, 2002.
Total pages: 30			

Related Information

(m) United Kingdom (U.K.) Civil Aviation Authority (CAA) airworthiness directives No. G-2005-0027, dated September 8, 2005; CAA UK AD No. 009-05-2002, dated April 15, 2003; CAA UK AD No. 010-05-2002, dated April 15, 2003; and CAA UK AD No. 011-05-2002, dated April 15, 2003, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on December 2, 2005.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
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BW 2005-26

TURBOMECA
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-25-12 Turbomeca: Amendment 39-14405. Docket No. FAA-2005-23004; Directorate Identifier 2005-NE-42-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 28, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Astazou XIV B and XIV H turboshaft engines that have operated with air intake noise suppressors. These engines are installed on, but not limited to, single-engine Aerospatiale AS319B "Alouette III" and AS342J "Gazelle" helicopters.

Unsafe Condition

(d) This AD results from several reports of failure of 2nd stage axial compressor wheel blades. We are issuing this AD to prevent failure of 2nd stage axial compressor wheel blades, leading to in-flight engine shutdown and autorotation landing.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Ensure Proper Installation of Air Intake Noise Suppressors

(f) Before further flight, ensure proper installation of air intake noise suppressors.

(g) You can find information on doing this in aircraft maintenance manual (AMM) section 71-30-41 for Aerospatiale AS319B helicopters, and in AMM section 71-61-401 for Aerospatiale AS342J helicopters.

Engines That Operated With Improperly Installed Air Intake Noise Suppressors

(h) For engines that operated with improperly installed air intake noise suppressors:

(1) Perform an ultrasonic inspection of 2nd stage axial compressor wheel blades, within 50 flight hours or 6 months after the effective date of this AD, whichever occurs first, and replace blades that fail inspection.

(2) Use 2.B.(1) through 2.B.(2)(b) of Turbomeca Alert Service Bulletin No. A283 72 0800, dated February 5, 2004, to do the inspection.

Alternative Methods of Compliance

(i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) Direction Generale de L'Aviation Civile airworthiness directive F-2004-029, dated February 18, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use Turbomeca Alert Service Bulletin No. A283 72 0800, dated February 5, 2004, to perform the removals, blade inspections, replacements, and installations required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on December 5, 2005.

Carlos Pestana,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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BW 2005-26

TURBOMECA
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-25-13 Turbomeca: Amendment 39-14406. Docket No. FAA-2005-22928; Directorate Identifier 2005-NE-43-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 28, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Arriel 2B and 2B1 turboshaft engines without modification TU22 incorporated. These engines are installed on, but not limited to, Eurocopter France AS350B3 and EC130B4 helicopters.

Unsafe Condition

(d) This AD results from reports of several free turbine shields found with large circumferential cracks. We are issuing this AD to prevent failure of the free turbine shield, leading to engine misalignment, in-flight engine shutdown, emergency autorotation landing, or accident.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Visual Checks

(f) Within 10 operating hours after the effective date of this AD:
(1) Visually check the free turbine shield for cracks using 2.A. through 2.D.(2) of Turbomeca Mandatory Service Bulletin (MSB) A292 72 2821, dated June 27, 2005.
(2) Replace the free turbine shield or establish a repetitive check interval using the criteria in the following Table 1:

TABLE 1.—FREE TURBINE SHIELD CHECK, DISPOSITION CRITERIA

Number of cracks:	Crack locations using appendix 1 from MSB A292 72 2821:	Crack length:	Re-check using paragraphs (f)(1) and (f)(2) of this AD, or replace:
(i) 0	Not Applicable	Not Applicable	Re-check shield within 500 N1 cycles.
(ii) 1	D–A	(A) Less than 170 mm	Re-check shield within 100 N1 cycles.
		(B) Between 170 mm and 200 mm	Re-check shield daily.
		(C) Greater than 200 mm	Replace shield before further flight.
(iii) 1	A–B (5:00 o'clock Area)	(A) Less than 201 mm	Re-check within 100 cycles.
		(B) Between 201 mm and 248 mm	Re-check daily.
		(C) Greater than 248 mm	Replace shield before further flight.
(iv) 1	C–D (8:00 o'clock Area)	(A) Less than 297 mm	Re-check within 100 cycles.
		(B) Between 297 mm and 366 mm	Re-check daily.
		(C) Greater than 366 mm	Replace shield before further flight.
(v) 2	One in A–B and one in C–D.	(A) Zone 1 using Appendix 3 of MSB A292 72 2821.	Re-check within 100 cycles.
		(B) Zone 2 using Appendix 3 of MSB A292 72 2821.	Re-check daily.
		(C) Zone 3 using Appendix 3 of MSB A292 72 2821.	Replace shield before further flight.
(vi) 2	Either one or both in D–A.	Any	Replace shield before further flight.
(vii) 2	Both in A–B	Any	Replace shield before further flight.
(viii) 2	Both in C–D	Any	Replace shield before further flight.
(ix) 3 or more	Any	Any	Replace shield before further flight.

(3) You may treat multiple cracks adjacent to each other as a single crack by using the length measured between the two extremities of the cracks.

(4) Single cracks that span two locations must use the location that yields the most conservative re-check interval or replacement requirement.

Optional Terminating Action

(g) Incorporation of Turbomeca modification TU22 terminates the repetitive visual checks required by this AD.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) Direction Generale de L'Aviation Civile AD F-2005-162, dated September 28, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Turbomeca Mandatory Service Bulletin A292 72 2821, dated June 27, 2005, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on December 5, 2005.
Carlos Pestana,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 05-23831 Filed 12-12-05; 8:45 am]
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BW 2005-26

PRZEDSIEBIORSTWO DOSWIADCZALNO-PRODUKCYJNE SZYBOWNICTWA ''PZL-BIELSKO''
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-25-22 Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa ''PZL-Bielsko'': Amendment 39-14415; Docket No. FAA-2005-21836; Directorate Identifier 2005-CE-36-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on January 27, 2006.

What Other ADs Are Affected by This Action?

(b) None.

What Gliders Are Affected by This AD?

(c) This AD affects Model SZD-50-3 "Puchacz" gliders, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of a turnbuckle link breaking in flight. The actions specified in this AD are intended to detect and correct cracks in the turnbuckle link, which could result in failure of the rudder cable. This failure could lead to loss of control of the glider.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following on gliders where the turnbuckle is directly connected to the pedal:

Actions	Compliance	Procedures
(1) Visually inspect the turnbuckle end for cracks or wear. Use a 10X magnifying glass. The magnifying power in this AD takes precedence over the magnifying power stated in Allstar PZL Glider Ltd. Bulletin No. BE–054/SZD–50–3/2003 ‘‘Puchacz.’’Inspection is not required on gliders where additional short cables between the rear seat pedal and turnbuckle have been installed.	Initially within 25 hours time-in-service (TIS) after January 27, 2006 (the effective date of this AD), and repetitively thereafter at intervals not to exceed 50 hours TIS.	Follow Allstar PZL Glider Ltd. Bulletin No. BE–054/SZD–50–3/2003 ‘‘Puchacz,’’as approved by Civil Aviation Office Airworthiness Directive No. SP–0012–2004–A, dated February 5, 2004.

Actions	Compliance	Procedures
(2) If cracks or wear is found during any inspection required by this AD, replace the turnbuckle end. The turnbuckle must have a steel end and support a maximum load of 6,100 newtons (converts to 1,371 pounds of force), following Allstar PZL Glider Ltd. Bulletin No. BE–054/SZD–50–3/2003 ‘‘Puchacz.’’	Prior to further light after the inspection where cracks or wear is found.	Follow the procedures in the maintenance manual.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Gregory Davison, Aerospace Engineer, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) Allstar PZL Glider Ltd. Bulletin No. BE-054/SZD-50-3/2003 "Puchacz" and Civil Aviation Office Airworthiness Directive No. SP-0012-2004-A, dated February 5, 2004, also address the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Allstar PZL Glider Ltd. Bulletin No. BE-054/SZD-50-3/2003 "Puchacz," as approved by Civil Aviation Office Airworthiness Directive No. SP-0012-2004-A, dated February 5, 2004. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Allstar PZL Glider Sp. z o.o., ul.Ciexzynska 325, 43-300 Bielsko-Biala, Poland; telephone: 43 33 812 50 26; facsimile: 48 33 812 37 39; Web site: *http://www.szd.com.pl*. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-21836; Directorate Identifier 2005-CE-36-AD.

Issued in Kansas City, Missouri, on December 5, 2005.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-23896 Filed 12-19-05; 8:45 am]
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BW 2005-26

PACIFIC AEROSPACE CORPORATION LTD.
AIRWORTHINESS DIRECTIVE
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-26-53 PACIFIC AEROSPACE CORPORATION LTD.: Directorate Identifier 2005-CE-54-AD.

When Does This AD Become Effective?

(a) This emergency AD becomes effective upon receipt.

Are Any Other ADs Affected By This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Model 750XL, all serial numbers, that are certificated in any category.

What is the Unsafe Condition Presented in This AD?

(d) This AD is the result of information that the wing of these airplanes may not meet the ultimate load requirements for a maximum takeoff weight of 7,500 pounds. Pacific Aerospace Corporation Ltd. found the condition on a production wing during an ultimate load test. Investigation is not complete, but indications show that some critical rivets were not fully age-hardened. This AD is intended to allow wing ultimate load requirements to be met, which if not met, could result in wing failure and subsequent loss of control of the airplane.

What Must I do to Address This Problem?

(e) To address this problem, you must do the following:

Actions	**Compliance**	**Procedures**
Insert the following information into the Limitations Section of the Airplane Flight Manual (AFM). You may do this by inserting a copy of this AD into the Limitations Section of the AFM. "The maximum takeoff weight is reduced from 7,500 pounds to 7,125 pounds."	Prior to further flight after receipt of this emergency AD.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the flight manual changes requirement of this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

May I Request an Alternative Method of Compliance?

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, has the authority to approve alternative methods of compliance for this AD, if requested using the procedures found in 14 CFR 39.19. For information on any already approved alternative methods of compliance, contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) CAA Airworthiness Directive DCA/750XL/7, dated December 22, 2005, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on December 22, 2005.

Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.